Clean Energy®

North America's leader in clean transportation

Clean Cities Regional Peer Exchange

Mark Riley, Regional Manager, Eastern US

June 28, 2007

Pittsburgh, PA

Clean Energy

- Publicly traded company (NASDAQ: CLNE)
  - 100+ employees
  - US and Canada operations
- CE Model- Turn-Key Natural Gas Fuel Provider
  - Full-service from grant support and commodity pricing, to on-going station operations and customer service
  - Fleet-only or Public-access stations
  - Clean Energy Finance
  - LNG Production
- Business Development through partnerships and public policy
  - Vehicle and Engine Manufacturers
  - Demonstration programs
  - CONSENSEUS.org
  - Establishing regulatory, tax, and financial advantages for NGVs

Clean Energy

Leading Provider of Natural Gas As a Transportation Fuel

Compressed Natural Gas (CNG)

Taxis

Government Vehicles

Airport Transit

Liquefied Natural Gas (LNG)

Regional Trucking

Public Transit

Refuse Hauling

Established, Proven Business

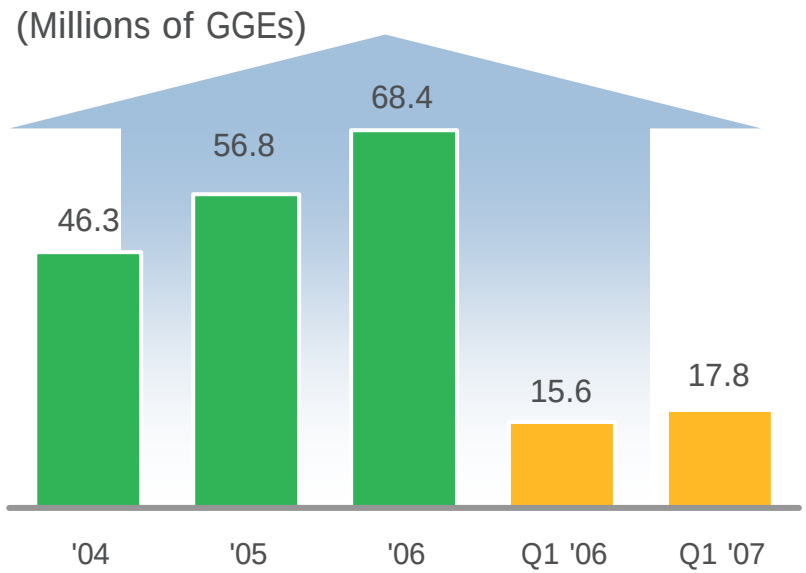
Leading Market Position

200+
Fleet Customers

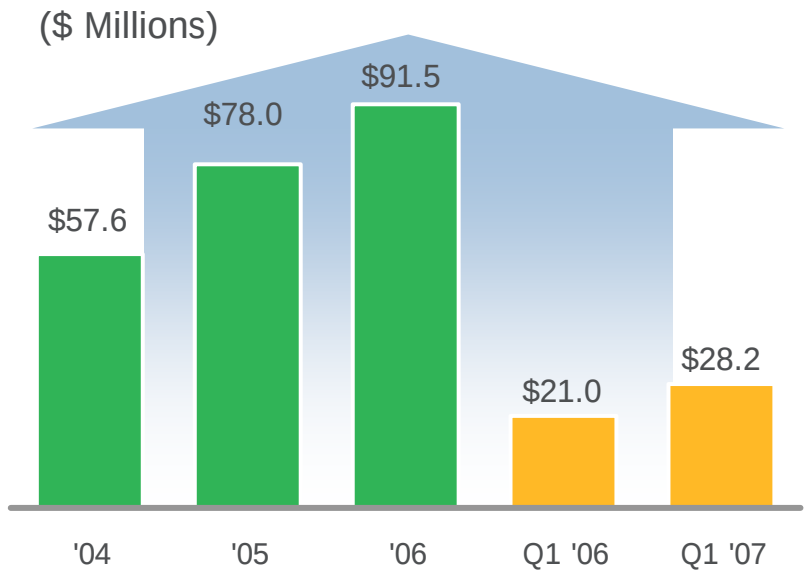
14,000+
Natural Gas Vehicles

172
Natural Gas Fueling Stations

Growing Volume*



Increasing Revenue



* Gasoline Gallon Equivalents Delivered of CNG and LNG

What is Fueling Clean Energy's Growth?

- Unique Suite of Services
  - Grant Support- $65,000,000 SO FAR!!
  - Clean Energy Finance
  - Pay 100% Capital Expense for Qualifying Customers' Infrastructure
- Aggressive and Targeted Marketing Effort
  - Vehicle Demonstrations- Refuse, Airport Shuttles, Taxicabs
  - Focus on Heavy-Duty- Refuse/Recycling, Transit, and Seaports
- Economic and Regulatory Drivers
  - Cost of Conventional Fuels
  - New Diesel Standards and Technology
  - Greenhouse Gas and Energy Regulations
  - Port of Los Angeles and Long Beach- Clean Air Action Plan

Key Market Segments for NGVs

Airports

- We Currently Serve 18 Major Airports
- Expansion Plans in the U.S. Require Mitigation
- Ongoing Emphasis on Reducing Tailpipe Emissions
- 156,000 Taxis in 2004

Seaports

- Within 5 Years, Ports of LA and Long Beach Are Targeting to Retrofit or Replace 10,000 Diesel Trucks
- Focus on Converting Yard Hostlers to Natural Gas Vehicles

Transit and Refuse

- We Currently Fuel 2,900 Transit Buses and 790 Refuse Trucks
- 200,000 Domestic Refuse Trucks and 80,000 Domestic Transit Buses
- Smithtown, NY Mandate

Working With Clean Cities

- Developing Target Markets Within Coalition Territory
  - Evaluation of Target Market Segments (Transit, Trash, Airport)
  - Develop Joint Marketing Plan
  - Grants and Regulatory Assistance
- Supporting Coalition Activities
  - Event Sponsorship
  - Participation on Boards and Committees
- Resources
  - Personnel
  - Marketing Materials

Resources for Your Coalition

- Consenseus.org
- All available at www.cleanenergyfuels.com

Refuse Industry

www.cleanenergyfuels.com

Corporate Headquarters
3020 Old Ranch Parkway
Seal Beach CA 90740
562.493.2804

Clean Energy designs, constructs, operates, maintains and finances state-of-the-art CNG and LNG fueling stations specifically equipped to meet the particular needs of refuse fleets, including both collection vehicles and roll-off vehicles.

A growing number of U.S. cities are requiring natural gas refuse trucks as part of the franchise process. Manufacturers such as Cummins-Westport, John Deere and Clean Air Partners offer heavy duty natural gas engines well suited to the refuse industry.

Waste Management, Southern California One of the nation's largest refuse collection companies, Waste Management, had become keenly aware of the increasing scrutiny directed at diesel exhaust. Following the success of Clean Energy partner SunLine, Waste Management made the strategic decision to convert a portion of its fleet to compressed natural gas. Working closely with key Clean Energy executives in 1998, the refuse leader secured the grant funding needed to replace 33 of its diesel refuse collection trucks with natural gas. Waste Management then partnered with Clean Energy to design, build, own and operate a CNG fueling station capable of meeting the needs of its Palm Desert fleet.

Carefully reviewing the various fueling options, Clean Energy designed and installed a time-fill system that best served current fueling needs and can be easily modified to accommodate the entire resident tial and commercial collection fleet. Now in operation, the site is a combined time-fill, fast-fill station with fleet access. With a compressor capacity of 800 standard cubic feet per minute (scfm), the station fuels more than 60 refuse trucks overnight.

The station also has a 24-hour fleet access dispenser, allowing other local fleets, such as municipalities and taxis, to fuel.

Following the success of the project in Palm Desert, Waste Management expanded its deployment of natural gas trucks to Corona (LNG), Irvine (CNG) and Moreno Valley (CNG), turning to Clean Energy as the fuel provider for these new facilities.

AB-CNG Trash Fleet
for Smithtown, NY

Starting in January, 2007, all refuse collection operations designated to serve the 116,000 residents of the Town of Smithtown, New York must switch from diesel to natural-gas powered trash trucks. This pioneering public health mandate represents a first for any New York State municipality. To provide cost-effective access to CNG fuel for local trash haulers, the Town has signed a long-term fixed price fuel contract with Clean Energy. In nearby Hauppauge, Clean Energy operates a full-service public access CNG fuel station. When expansion and upgrade efforts are completed in December 2006, this Clean Energy facility will rank as the largest CNG station on the East Coast.

Norcal LNG Station
At Brisbane and Southern San Francisco County, Clean Energy opened a dedicated LNG fueling station for Norcal Waste Systems, Inc., the largest private refuse hauler in California and fifth largest in the nation. Norcal currently operates a fleet of Class 8 tractors powered by the Cummins-Westport ISX-G engine. Using LNG, Norcal's transfer trucks are able to carry more fuel while still meeting stringent weight requirements (80,000 GVW), traveling up to 600 miles roundtrip per day. Clean Energy's on-site LNG station has been an ideal solution for Norcal's needs and can accommodate up to 50 refuse trucks per day.

Smithtown CNG
Refuse Mandate

www.cleanenergyfuels.com

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Hallahan Truck Sales
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Cleaning the Air, Safeguarding Public Health, Conserving Costs

Long Island Township Mandates Exclusive Use of Natural Gas Refuse Trucks

Starting in January 2007, the only refuse collection trucks you'll see on the streets of Smithtown, New York will be powered by cost-effective, environmentally-friendly compressed natural gas (CNG).

In a pioneering move to safeguard health and environmental quality, the Town has mandated that trash haulers contracted to serve Smithtown's 35,000 households must switch from diesel trucks to CNG-powered models. New seven-year trash collection agreements with four refuse companies go into effect on January 1, 2007. This move, with the inclusion of the natural gas requirement, represents a first for any New York State municipality.

Featuring powerful, clean, and quiet operation, the newest models of natural gas refuse trucks currently exceed 2007 federal emission control requirements. In 2007, the trucks will meet 2010 standards. Industry experts report that natural gas helps prevent pollution because it burns cleaner than diesel and other alternative fuels, reducing harmful vehicles emissions significantly.

"We calculated that over the seven-year life of the new contract period, we'll reduce the emissions of harmful nitrogen oxides by roughly 265 tons and the emissions of diesel particulate matter by about 15 tons," said Russell Barnett, Smithtown's Director of Environmental Protection.

To support the transition from diesel to natural gas, Smithtown has signed a seven-year fixed-price contract with Clean Energy to supply CNG fuel to all Smithtown's refuse trucks. Clean Energy's local CNG station will supply fuel to contracted refuse operators and the public at large. Newly expanded and upgraded, the station is the largest public access CNG fueling station on the East Coast.

Smithtown's Supervisor Patrick Vecchio estimates that, in addition to environmental and health benefits, the new natural gas refuse trucks will significantly reduce trash collection costs for the Town, as well as its dependence on foreign-sourced oil.

Over the life of the contract with Clean Energy, Smithtown expects to displace over two and half million gallons of petroleum. And Town leadership aims to accomplish that while achieving major air quality improvements and protecting the residents from the costs and uncertainty of an unstable oil market.

The final straw in Smithtown's decision to switch to natural gas was economics. "The recent run-up in diesel prices has made natural gas attractive for more than environmental reasons. It's now cheaper than diesel," Vecchio said.

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July 30, 2006
OP-ED CONTRIBUTOR

Smithtown vs. OPEC
By JOANNA D. UNDERWOOD

SOME may think Smithtown an unlikely pioneer in a major technology revolution. But last month, leaders of this community of 116,000 made a historic decision: by January, all refuse trucks serving the town must be powered by natural gas instead of diesel fuel. Smithtown is the first community on the East Coast to do this, and, if we're lucky, other cities will follow its lead.

Why should communities buy new, different and seemingly more expensive refuse trucks? The big heavy diesel trucks, providing an essential service, rumble down residential streets nationwide largely ignored by citizens (unless, of course, they don't pick up the trash on time). But recent research conducted by Inform, under my leadership, shows that we can't afford to ignore them anymore.

The more than 136,000 refuse trucks on American roadways are major polluters, emitting exhaust that contains soot, smog-forming nitrogen oxides and a variety of carcinogens onto every doorstep. These vehicles are one of the main reasons that at least 160 million Americans live in areas where the air quality violates health standards set by the United States Environmental Protection Agency, and that there are alarming rates of upper respiratory illnesses, especially among children and the elderly.

At a time when United States reliance on foreign oil is a front-page concern, these trucks also consume huge amounts of petroleum-based diesel fuel. Averaging only 2.8 miles per gallon, each truck burns about 8,600 gallons of diesel fuel a year. As world competition increases for dwindling supplies of oil, our country could soon face not only price spikes but also supply disruptions that affect both the cost and the reliability of urban services.

Fortunately, there's some good news. The huge polluting diesel fleets could become much cleaner and largely independent of foreign oil were they powered by natural gas. While more than 62 percent of the oil we use is imported (much of it from unstable parts of the world), 97 percent of the natural gas is produced in North America. And while all new heavy-duty vehicles will be getting cleaner beginning next year because of more stringent federal emissions standards, natural gas engines will still produce only one-sixth of the nitrogen oxides of comparable diesel engines.

As a bonus, natural gas trucks are much quieter than diesel trucks and produce fewer greenhouse gases. Use of these cleaner, quieter trucks not only safeguards the health and quality of life in our communities but it also protects sanitation workers who breathe truck fumes day after day.

Use of natural gas trucks also lays the groundwork for a longer-term shift to trucks powered by renewable pollution-free hydrogen. Natural gas is the pathway to the hydrogen era because of the many similarities between the two gaseous fuels and the technologies needed to use them. And when hydrogen trucks finally become the primary source of hydrogen for vehicles until hydrogen made from water using renewable energy becomes affordable and provides a fully sustainable solution. Natural gas (which is 80 percent hydrogen) will probably be the primary source of hydrogen for vehicles until hydrogen made from water

From 2002 to 2005, the number of communities in the United States operating natural gas trucks doubled to 57 from 26, and the number of trucks expanded to almost 1,500 from 750. California, the leader in embracing this technology, is home to the country's five-largest fleets. New York, Texas and the District of Columbia are a distant second, third and fourth.

But in 2005, Congress enacted legislation providing financial incentives to buy and use alternative fuel vehicles, including natural gas trucks, and Albany just put in place significant additional state incentives. So 2006 is the year when other states and communities — especially here in New York — have a great reason to get on board. The new incentives will largely cover the higher initial costs of buying and building refueling equipment for natural gas trucks and will ensure an important price advantage for natural gas fuel.

Smithtown's supervisor estimates that over the seven-year life of the town's new contract, the 30 or so natural gas trucks will give Smithtown residents cleaner air, reduced costs and eliminate the need for more than 2.5 million gallons of petroleum. This alone will not bring OPEC to its knees, but if Smithtown becomes a model for the rest of the East Coast, who knows how broad its impact might be.

Joanna D. Underwood, an environmental consultant, is the founder and former president of Inform, a nonprofit research organization.

Conclusions

Growing Demand

Alternative Fuels Are Changing Transportation

Clear Benefits

Natural Gas is Cheaper, Cleaner and Domestic

Market Leadership

Market Maker with A Track Record of Growth

Industry Insight

Experienced and Well-Connected Team